The Library Committee shall divide the books and other articles belonging to the Library into three classes, namely, (a) those which are not to be removed from the building; (b) those which may be taken only by written permission of three members of the committee; (c) those which may circulate under the following rules.

Members shall be entitled to take from the Library two folio or quarto volumes, or four volumes of less fold, upon having them recorded, and promising to make good any damage they sustain while in their possession, and to replace the same if lost, or pay a sum fixed by the Library Committee.

No person shall lend any book belonging to the Institute, excepting to a member, under a penalty of one dollar for each offence.

The Library Committee may allow members to take more than the allotted number of books upon a written application.

No person shall retain any book longer than four weeks from the Library, if notified that the same is wanted by another member, under a penalty of five cents per day, and no volume shall be retained longer than three months at one time, under the same penalty.

The Librarian shall have power, by order of the Library Committee, to call in any volume after it has been retained by a member for ten days.

On or before April fifteenth, all books shall be returned to the Library, and a penalty of five cents per day shall be imposed for each volume detained.

No book shall be allowed to circulate until one month after its receipt.

Received

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T. COADO 2 × A

Murry.— He gave such provocation as I could not have been silent of.—

Mr. A — You hear Mr. Waine? I now desire you to ask my pardon before Mr. Murry, or to give me satisfaction in another manner this instant.

Mr. W. I will not! I cannot think of fighting a man who has been used to practise a Pistol. I dont like to be shot at like a bird.—

Mr Alms — That is nonsence Sir. here are two pistolls, take your choice of them, load them yourself, you shall have every advantage I can offer, but as you have refused to make attonement for the offence, you must fight me.—

Mr W — I cannot.—

Mr A — Then Sir you are a Coward, a dastardly Coward! Mr Murry you hear what I say. I call Mr Waine a Coward, who would dare affront a gentleman, and refuse him satisfaction. Mr W. you are a Coward, I shall publish this in India.—

Mr. W. Well, if you call me a Coward I shall act accordingly. (He then left the Cabin).

Since this the Gentlemen have not spoke to each other.

Sunday 20th. We were employed cutting timber and plank.—

Monday 21st. In the same.— Exceeding fine Weather.

Tuesday 22nd — Ditto — — Schooner watering. —

Wednesday 23rd — Employed variously. In the afternoon, I drew up the names of the Crews of each respective vessel, which amounted to 244 Persons Officers de included—

Of which 90 go in the Providence
90 in the Resource
The remaining 64 in the Fancy.

Thursday 24th. Pleasant breezes at N.W. attended with cloudy weather. Employed watering and wooding the

Providence, and plantin the Resource —

Friday 25th. was Christmas day, our situation not permitting us to spare a whole, Captn. Bampton indulged the people with half a day. and gave the officers, a portion of Mutton or Pork, with some drink, each man: Nor were the Ragged gang forgotten. Mr. Alms, who had been previously sent to fish, returned in the morning with Seal & fish sufficient for all; to this the Captain added a dram. As for ourselves, we fared sumptuously, and altho' the absent were not toasted, I dare say, they were remembranced. — I can at least answer for myself —

Saturday 26th. This day our operations were resumed. I cannot but perceive the very great partiality the Captn. seems to feel for Mr. Weathrale and the vessel which he commands, I think he wants to have vessel ready with the Fancy. The visible attention paid her, and the subsequent want of care in Mr. Waine — has thrown the Resource considerably aback. — On examination, I cannot accuse myself of a jealous disposition, but, I think that it would displease me exceedingly to have the attention transferred from me to a junior officer.

Sunday 27th. This morning Captn. Bampton asked me, if I would stay behind with the Resource? I willingly replied I would — But I believe I shewed some inward uneasiness; I had before said I would not sail in her, I now thought that it was unsafe, and that I should run some risque, in short I had made up my mind to avoid sailing in her; but had determined to let no one know this resolution untile I had heard the Captains mind on the subject. This asking me if I would stay, put an entire

stop to, shall I? and I made the sacrifice, which I think the least part of my duty to Capt. Bampton. I am only afraid he discovered some inward uneasiness which I endeavoured to conceal, as I know that if he thought any person under him uneasy in their situations he would sooner take it himself than see them unhappy.

Monday. 28th. Rainy disagreable weather, after having cut two pieces of timber, I went to dinner, and rec.d Capt. B.s order to cut two knees - which I did immediately. The afternoon pleasant weather.

Tuesday 29th. Unsettled weather the wind fresh at N.N.E. attended with showers of Rain. Employed as necessary - I this day cut down 3 pieces of timber and fitted one.-

Wednesday. 30th. Fresh gales from the Northward with light showers - After getting 2 pieces of timber fitted, I fell a tree for the Rudder and cut 3 knees for the Vessel.

Thursday 31st. This afternoon Capt. B. made a division of the Stores and Provisions -

Friday. Jan.y 1st 1796. The day was most gloriously ushered in by a quarrel between Capt. Bampton and Mr. Waine, the latter was accused of discontent - Hitherto I have not been alarmed by the Bull dogs of party - whenever I meet one I shun it.

Saturday 2nd. This day was one of the finest ~~in the~~ we have had since our arrival - It proved a day of the greatest importance to me. I have as I mentioned before, been rather unhappy at the idea of being left here - I was afraid of hurting Capt.n Bamptons feelings on the subject, as I had every reason to think he wished me to stay, and I knew that the attachment of the people to me, would expedite the work, but Capt. Bell this day assured

me that it was Capt. B.s particular wish that I should accompany him. I therefore complied with his wish, in doing which I did myself a service, as it lessened the painful anxiety which has for sometime past, troubled me.

Sunday 3rd. Fresh gales of wind from the northward, employed cutting timber for the vessell which was launched and fitting pieces for the lowyers.

Thursday 7th. We weighed and sailed out of Vaille Harbour, we had a very light breeze from the S.E. and the Providence was in company. at 9 A.M. we were abreast of Pt. Five fingers, the wind chopping suddenly round to the sea, we were obliged to make 3 boards before we could w. the Point. The Schooner was astern at 10 o Clock. at 1/2 past 10 we passd Pt. five fingers. and ran out into the offing, where, at Noon, we brot. too for the Schooner, and at 1 P.M. veered and stood in for her, she was then close under the Fingers. at 2 she was without them and we veered upon coming up they informed us that they had narrowly escaped being lost upon the Point. The vessell had missed stays, and as it fell calm they could not veer her, the tide setting her among the Rocks. A light air, however released them from the painful anxiety which they must have felt.

Where ever I have followed our immortal countryman, Capt.n Cook, I have never been so presumptious as to aim at description, he has left very little to be done at any Port, or on any Coast he ever visited, but, for the information of the few friends I have, and as memorandums to myself, should I again visit this part of the world; I think my efforts will not appear altogether blameable, as the observations I make, are such as Capt.n Cook, had not an opportunity of knowing, or such as he would have known, had he staid as long, and visited Dusky Bay, as often as I have.

In Captain Cook's description of the Country and the Harbours of Dusky Bay, I find not one error; some things have indeed escaped his notice, which good fortune has pointed out to us, and future Navigators may discover, what we

never said. For an accurate description of Duskey Bay, I should refer to Cooks 2nd Voyage. with the following observations as additions which I presume will be found of some service.

A Commander unacquainted with Duskey Bay, having a chart of the Harbours before him, would chuse Facile Harbour as the safest and most commodious. In this however he would chuse one of the worst, as I shall endeavour to prove.

At Duskey Bay. The wind blows constantly in the Summer months from the Northward, in Winter, as invariable from the S.W. I never knew of an instance of a Southerly gale of wind in Summer, or a Northerly one in the winter season: It therefore becomes necessary to chuse Your Harbour according to the Season; in this prudence will direct the choice, You will naturally chuse an harbour from which You may with ease get to Sea — in this case, I know of no better Harbour than Cascade Cove in Winter, or the Bason, and little Harbour in Summer, it is necessary to go out, in summer with a northerly wind, as the Southerly ones blow too strong, and throw too much Sea into the sound to admit of a ship working against it; In settled weather, by weighing very early (and getting into the sound You may, (and it seldom fails) will get a land breeze from the S.E. about 9 A.M. sometimes sooner the Sea breeze sets in, and if You are after this time, tis fifty to one You cannot get out that day.

But in Winter, You may get out of the So. Harbour with any winds. and run out of the North entrance with a southern gale, which I should prefer, as You may get an off sooner than by running out of the So. entrance, the land between being a promontory, which projects considerably into the Sea.

The great height of the land about Facile Harbour and the immense depth of the valleys, or rather chasms between the Hills, cause the wind to come down in heavy gusts, a ship must have good tackle to ride a Northerly gale out in Facile

Harbour, whereas in Dale Harbour and the Bason, the puffs are neither frequent nor heavy, but the winds are more settled and blow more steadily and with less violence. In no other part of Duskey Bay have I felt the gusts of so much violence as in Dale Harbour.

There are several straggling rocks lying on the Eastern Shore of the North Cove which are very dangerous, and the ground in several parts is foul and has considerable overfalls — If any person runs into this Harbour I would advise them to keep close to the west Point and give the other shore a good birth, keeping about 2/3 of the channel over and run well into the bight to the westward of the Dale Rock, where you may anchor in 14 fms. soft mud, and if you drive here you will haul the anchor up a mud bank —

When in the offing it is not easy to distinguish Duskey Bay, and I had nearly mistaken it, for we made the land of Cape West, and stood in for the bay untill about 2 miles from the shore, when I discovered that we had mistaken this for Duskey Bay; it came on to blow hard soon after and we stood out to Sea — Mr. Malers, the mate of the Britannia had been sent by Captain Raven to examine this bay, and reported that it was a very dangerous coast, straggling rocks extending some miles to Sea — At the time we veered to stand off we were about 1/2 mile from the shore, and had a small rock, which was the only one we saw, within us, it might be 3/4 of a mile from the Shore, in allowing it so great a distance, I make the greatest that can be supposed — The bay seemed to us to have as fair an entrance as Duskey Bay, with this difference that in the North entrance there are several rocky Isles a large Isl. lies in the middle, which with the great similitude this Isl. has to Five fingers, made me think it Duskey bay — the South entrance is also much like that of Duskey, but the Seal Isles are farther to the Sd. From these circumstances I think it highly worth the trouble to examine this bay, as it may afford shelter to ships who cannot fetch Duskey, with a Northerly wind; but from what I have said I would not wish any person to venture too far with a Ship.

The Officer who went to examine this bay, was not a man of the most enterprizing genius, I wonder not herself that he did not so clearly determine the truth, and I am led to believe that he never went so far

to see it at all; I suppose he saw the rock which I mentioned, from the boat and as he kept close along shore, it had the appearance of being at a greater distance than it really is. but for his account of a reef extending from the No. Pt. across the Bay. I cannot account. We saw not a breaker, but the surf only which runs upon the shore.—

The timber which grows here, would answer very well for plank, for the Ship Builder, Joiner, or Cabinet Maker this is the opinion of our Carpenter in the Britannia — He being as well acquainted with its properties as any man of his profession; and the Joiner preferred it to the wood of Port Jackson or the Brazile wood: But I think it would be a task of some trouble, to get a Large of Spars, sufficiently long for the Masts of Ships.

To procure turpentine, we made several experiments, by tapping, but found no method of extracting any, and I believe that none is to be got from them. In the centre of the large Spruce trees grows a gum of a light colour with streaks of red, this is found to have all the properties of Pitch when melted — but it is so hard, and grows in such small quantities, that it would be an endless job to extract sufficient for caulking a ship.—

In the Pitch Pine trees, there is no gum of any sort but the bark emits ~~plentifully~~ a transparent resin which has a more agreable smell, but it would take a man a week to get a Pound of it and would half of that be wasted thro' the moss which mixes with it, and is inseparable from it.

Captain Cook has given so good an ~~accu~~ description of the Spruce Fir, that it is impossible to mistake it. But he has not taken any notice of the Pitch Pine — Birch — And large Myrtle.—

The Pitch Pine is remarkable for its black bark, which when cut ~~and~~ rubbed with the finger smells agreably — It generally grows from 20 to 40 feet without branches, and the wood is much like the Norway Pitch Pine, but whiter.—

The Birch is only fit for fuel — Its uncommon whiteness would cause it to be preferred for ~~dukde~~, but it shifts with the smallest blow, and of all the Woods at Dusky Bay is the least durable. — It grows from a large stump about 50 — 60 & even 70 feet with branches included. The boughs spread more than

any other tree and the bark is generally white, somewhat resembling the hazel in England.

The Myrtle is not so large, it grows near the water has a red bark, and is known by the smell of its leaf which is much resembles the smell of the leaf for which it takes its name. It is of use for turners or Cabinet Makers, Make excellent block tins, and from its hardness may be converted to many uses with which I am unacquainted. There are many other kinds of trees, which as they scarcely deserve notice, I have not mentioned but the Brown Pine is the best for Naval Purposes and the Pitch for small Spars.

[illegible]

[illegible]

[illegible]

[illegible]

H.	Course	Wind		Remarks
1	NNE		2	
2			4	Kinsale.
3	NBE			
4				
5				
6			2	
7			2	
8			6	
9			6	
10			6	
11				
12	NE			
1	NNE		1	
2			2	
Commodore				
3				
4			3	
5			3	
6				
7			1	
8			2	
9				
10			6	
11			2	
12			3	
1				
2			6	
3			2	
4			1	
5			1	
6			1	
7			1	
8			1	
9			1	
10			1	
11			1	
12			1	
1			1	
2			1	
3			1	
4			1	
5			1	
6			1	
7			1	
8			1	
9			1	
10			1	
11			1	
12			1	

[illegible] work up to them would take
Days to the repair, and they might run down to us in one
hour and an half.

At 2 P.M. we made the Dry Valley Islands bearing N. 78 W.
11 Leagues.

At 6 P.M. the extreme of the Islands in sight from
N.E. to W.S.W. 12 Leagues.

At 10 A.M. [illegible] Leagues [illegible]
the extreme of an Island. At 6 A.M. [illegible]
the Watermark in sight bore N. 4 W. [illegible] At the
same point bore E.S.E. in Mean. This point when in
line with the Watermark then bore E.S.E. 4 E.
At Noon the extreme of the Island bore from [illegible]
N.E. 4 N. [illegible] Lat. 21° 20' 30"

Saturday the 9th.

At 2 P.M. [illegible] the Tacks
[illegible] Lat. 21° 20' 30"

Saturday the 9th.

At 2 P.M. without any regard, the Tacks
[illegible] were forced hence and became tie. [illegible]
[illegible] the necessary necessity we are under of
[illegible] to [illegible] It is the intention of Capt. Bampton
to have us [illegible] under to [illegible]
[illegible] of the trip, and as we have no [illegible]
[illegible] little water and few provisions, the present time
should [illegible] be embraced of getting [illegible]
[illegible] that we may proceed on our passage.

Employed the whole of the day in [illegible]
[illegible] Tacks but without success.

Sunday 10th. [illegible]

[illegible] the time [illegible] at anchor
at 8 A.M. the Tacks got [illegible]

[illegible] informed us that they had landed and [illegible]
with the natives, how they represented as friendly. They [illegible]
at a great number of [illegible]

any Natives [illegible] the natives [illegible] to have fear. [illegible] some of the best [illegible] they [illegible] their huts were [illegible] formed in the rock [illegible] saw no cane [illegible] kind among them. The [illegible] point we saw was by Capt. [illegible] named Cape Raven in honour of the Gentleman who discovered this extensive [illegible]

Monday 9th. [illegible]

At noon the signal was made to shew E.N.E. for a bay which appeared in our view at 4 P.M. we had entered the bay the Vaney was at the [illegible] of it and the boat [illegible] her for the shore [illegible] it began to [illegible] dark and [illegible] off the Vaney. All Night we were Employed [illegible] the Vaney and although we [illegible] a light all Night we saw none from her. At day light we discovered the Vaney had left the Bay in the night, a discovery which gave us great [illegible] for they had [illegible] us in a very distressed situation. I expected this would have been the case some time before we [illegible] had to thwart the [illegible] ation the advice of a man who wished every moment to leave us to our fate.

At 8 A.M. standing out of the bay we discovered the Vaney off the S.E. point [illegible]

At 7 A.M. [illegible] following bearings on

Go [illegible]	N.E. 7 D.	[illegible]

[illegible] Neighbour in one with the [illegible] Bears S.E. [illegible]

[illegible] D. leaving off the bay at 11 [illegible] made fast to the Vaney [illegible] boat [illegible]

Sunday 10th. [illegible]

At [illegible] [illegible] the [illegible] [illegible] off [illegible] [illegible] of the [illegible] [illegible] with [illegible] they were friendly [illegible]

[illegible] the [illegible] along side the Vaney [illegible] the [illegible] [illegible] off [illegible] off [illegible] [illegible] the [illegible]

Monday 11th.

[illegible] at [illegible] out of the bay [illegible] a [illegible] by [illegible] at 6 P.M.

[illegible]

[illegible]

[illegible]

Observations along the Lolgate

Winds

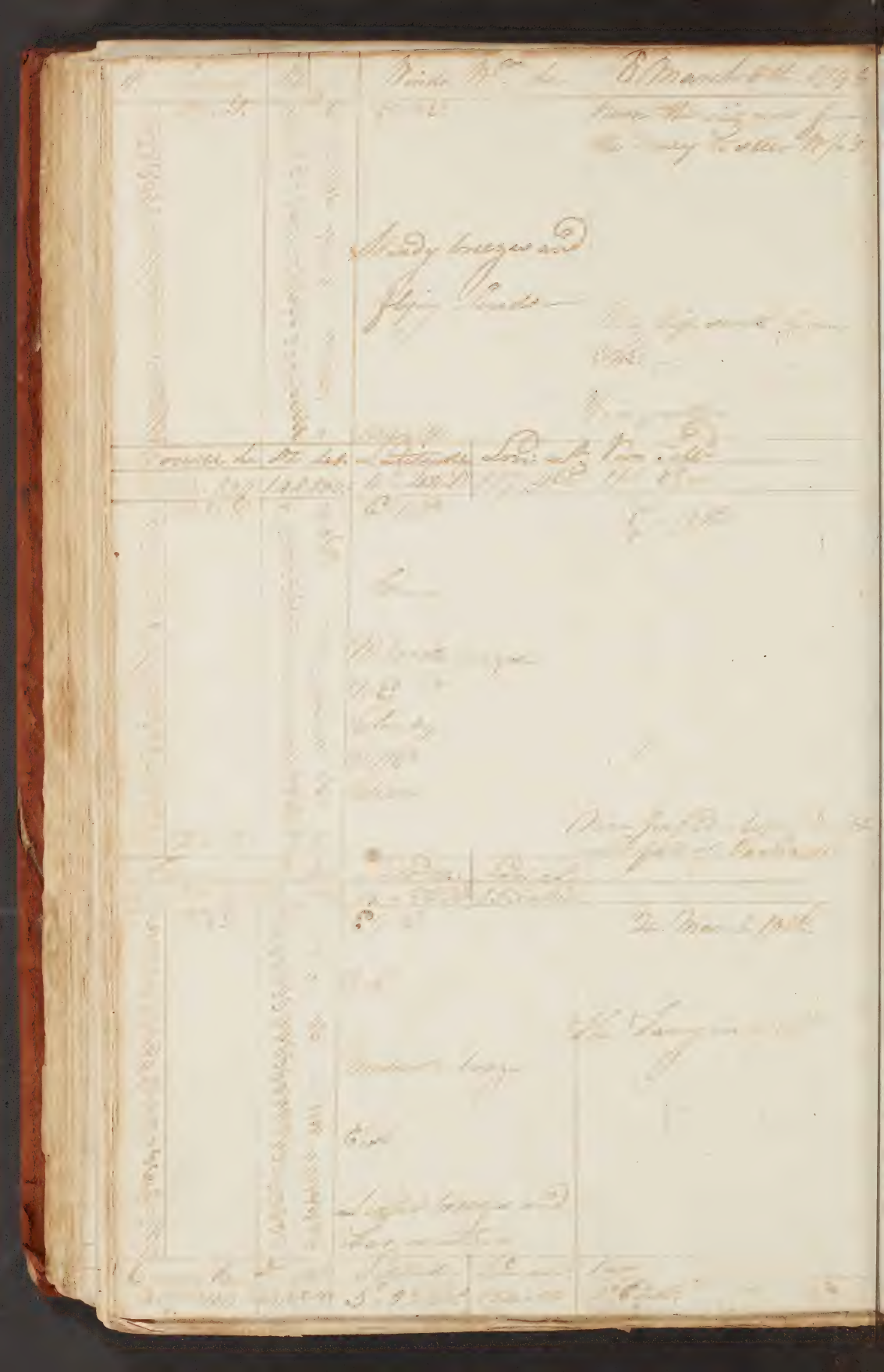
Tuesday

Wednesday

Thursday

Friday

Saturday



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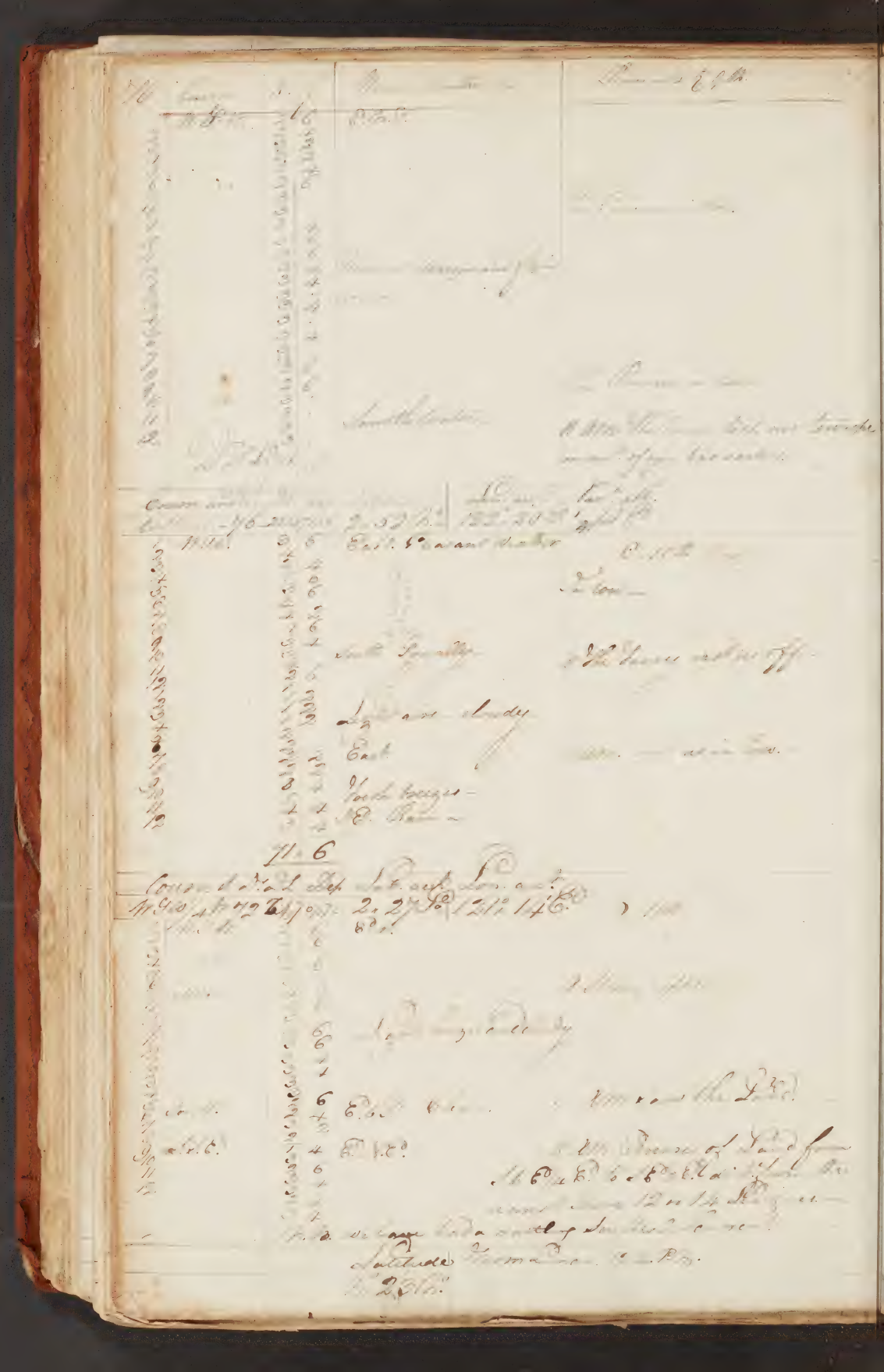

H	Course	K	f	Winds —	Friday 12th April 1796
1	S.S.E.	2	6	E.N.E.	
2		2			
3		2			
4		2	2	N.E.	At 2 P.M. April 9th Time Long. by ame
5		3			of 2 Sets of alt. O & D. 120°46'20E.
6		4	4		4 P.M. Cape River E.S.E. E.S.E. Dond
7		4			S.6W. 5 or 6 L.s
8		3			
9	S.S.W.	3	4		
10		3	6		
11		2	4		
12		2	4		
1		2			10 AM. The extremes in sight from
2		2			South to E 1/2 N. dist. from the
3		1	4		shore 5 or 6 L.s
4		1	2		
5		1	4		
6		2	4	West. Heavy squall — Clued up the topsails —	
7		1	4		
8		1	"		
9		1	"		
10		1	"		
11		1	"		
12	North.	1	4	W.S.W. Squally.	At Noon an Isl. off the South. end
				bore S.S.W. 3 miles. Cape Bluff P.t N.b. E.N.E. 4 L.s	
				Lat. acc. Lon. acc. N.B. A Strong Southern current	
				90 " 16 N 120 " 6 W 10 AM Sounded no ground 80 fm.	
1	N.W.	2	4	Moderate breezes	
2		2	4	cloudy —	
3		2	4		4 12th.
4		1	6		
5	W.b.S.	1			6 P.M. A Promontory bore from S 1/2
6	W.N.W.	1			to S.S.E. 1/2 E. 10 L.s Extremes of Celebes
7		2			from S.S.E. 1/4 E. to N.E. 1/4 E. The
8		2			Isl. S.E. 1 E. 1/2 E. 5 L.s
9		2			
10		2			
11		1	4		8 AM. Extremes of ~~Celebes~~ from S.E. 1/2
12		1	4		to S.E. 1 3/4 E. Isl. of Celebes
1		1	4		S.E. 1/2 S. W.L.B. 2 L.s N.E. 1/2 E.
2	S.S.W.	2	4	Variable from E. —	At Noon.
3		2	4		S.E. 1/2 E. Isl. S.E. 10 L.s N.B. P.t N.E. 1/4 E. 12 L.s
4	S.E.	2	4		N.E. 1/2 E. S.E. 1/2 E. 9 + N.E. E.N.E. 1/4 E. 8 L.s
5		1	4	Light Airs & Serene	Isl. between S.E. 1/4 E. 10 + E.N.E. 1/2 E.
6	E.S.E.	1	4		S.S.P.t Celebes S.E. 1/2 E. 11 L.s
7		"	6	Hot weather.	
8		"	4		
9		"	4		
10		"	4		
11		"	4		
12	Calm.	"	"		Another P.t E.S.E. 9 L.s
					Hill. E.S.E. 1/2 S. 9 L.s
					Mr. L.
				Latitude	Lon. acc. 120 " 27 E.d
				0 " 10 N.	++ Bore a Promontory.
1	N.W.	1	4	Variable from	4 14th.
2		1	4	weather.	
3		1	2	S. PM. N.b. E. S.E. 1/4 E. 10 L.s S.r. arrived at 12 S.E. 1/4 E. 9	
4		"	6		
5		"	6	S.r. arrived at 12. S.E. 1/2 E. 7 L.s Hugh Sand. E.S.E. 1/4 E.	
6		"	4		
7		"	4	A Point. E.N.E. 1/2 E. 8 L.s N.b. E. N.E. 1/4 E. 9 L.s	
8		"	4	3 Mr Long. by O & D. 119 " 45 E.d Lat. 1 S.	
9		"	4		
10		"	4	6 AM. Extremes of Celebes from N.E. 1/2 N. to N.E. 1/2 E.	
11		"	4		
12		"	4		
1		"	4		
2		"	4		
3		"	4		
4		"	4		
5		"	4		
6		"	4		
7		"	4		
8		"	4		
9		"	4		
10		"	4	W.N.W. Squally.	
11		"	4	with rain.	
12		"	4		No ds. Land observed
				Lat. from D.	Lon. acc. from Lun. Mr. Dr.
				0 " 5 S.	East. 120 " 18

H	Course	Dist.	Dep.	Winds &c.		15th. April 1796.
1	S.S.W.	"	4	Variable		At 5 Am. N. end of an I. 1 B 6 E. 8 L.
2		"	4			S. end of the same 1 B 1/4 E. 8 L.
3		"	4			South ext. of Celebes 2 B 6 9/12 L.
4		1	"			a Point 1 B 6 B 1/4 E. 10 L.
5		1	"			
6		"	6			
7		1	"	N.N.E.		The N. Extreme E 6 B 1/2 N 11 L.
8		1	"			Lon: at 5 Am P. dist 6 L 8 - 118 n 50 E
9		1	4			
10		2	"			
11		2	6			
12		1	4			
1		1	2	East.		
2		1	"			
3		1	"			
4		1	"			
5		1	"			
6		1	"			
7		1	"			
8		1	"			At 6 AM. The extreme of Celebes from N 6 E 9 10 L.
9		1	"			to S 6 E 3/4 E. A Long low Pt. 6 E 9 6 1/4 L. an I. E 3/4 E 6 L.
10		1	"	N.N.E.		an Pt. S. of this. S 1/2 E. 9 L. another S 6 E 9 1/4 E 1/4 L.
11		1	"			a Pt. to S. 1 L. N. 6 E 3/4 E. 9 L.
12		1	"			An Isl. S 6 E 9 to S 1/2 E. 6 L. body 7 L.
		1	4			A Pt. to S. of Isl. S 1 E 9 L.
		2	"			An Isl. N. 2 E 9 1/2 L. S. 5 E 9 L. body 6 leag.
	Course &c	Dist.	Dep.	Latitude	Lon: at	
				1 n 22 L.	119 n 53	

1	S.S.W.	2	6	N. Clear.		16 April 16th.
2		1	6			5 Pm. S. Ext. S 1 E 10 L. An Island
3		1	6	S. 40 Pm. Lon: 119 n 11 E		from E 6 S to E 1/4 S. 6 L. Another
4		1				Island E 6 East to E 6 N 9 L. The N. Ext.
5		1				
6		1				
7		1	6	S.E.		N.E. 6 E. 9 or 10 leagues.
8		2	4			6 AM. Ext. of Celebes N E 1/2 E to S. 4 W
9		2	4	Hazy.		a break in the land 1 B 1 S 7 L. and
10	SW b S.	2	2			in one with a Pt. E 1/2 N 6 L.
11		2	2			Room. Southern Ext. S 1 E 6 1/4 E. 12 Leag.
12	SW.	2	4			S. Ext. of an I. S 6 E 3/4 E 5 L.
1		1				S. Ext. of an I. S 6 E 1/2 E to S 6 E 1/4 E. 9 L.
2		"	4			
3		"	4			N. Extreme N E 6 E 12 L.
4		"	1			A Point E 1/2 S 8 or 9 Leagues
5		"	"			
6		"	"	Calm		
						Late. by m
						in 50 S.

1	S.S.W.	3	2			0 April 17th.
2		3				
3		2		Variable, blowing in squalls, all		At 6 Am The extreme of a Promontory
4		2		round the compass.		from S 6 E 1/2 E to S.E. dist. 5 Leagues
5	S 6 E.	1	6			
6	E.S.E.	1	6			
7	S.W.	2				
8	S.W. b S.	2	6			
9	S.S.W.	3	4			
10		4	4			
11		3	4			
12	W.S.W.	2	2			Several drift wy. S.W.
1	W.N.W.	1	6			
2	S.W.	2	4			
3		2	4			
4		2				At Noon. N. Ext. N.E. 1/2 N. 9 L. Leagues
5		"	"			Anthill E.N.E. 6 1/2 L.
6		"	"			2/3 dist. h. E 1/2 S. 6 L.
7	S.W. b S.	1	6			
8		2	6			
9		3	4			S. Ext. S 1 E 1/2 E. 8 L.
10		2	4			
11		2	4			5 Pm.
12						The Patches off. S E 6 E 9 Leagues
						11 d. 33 E. h

Shrouds { Deck to cap for part of ye horses